

## A circular postmark from New York, NY, dated OCT 24, 1964. The text "NEW YORK, NY" is curved along the top, and "OCT 24" is at the bottom. The center contains a large, stylized "10" and some illegible markings.

**-PRICE, \$2 PER MONTH**

日二十月八年酉乙

## Prospectus

## Shipping

**Steamers.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY & FOOCOW.**

The Co.'s Steamship  
*Douglas*,  
Captain **YOUNG**, will be  
despatched for the above  
Port on **THURSDAY**, the 1st October, at  
Daylight.

For Freight or Passage, apply to  
**DOUGLAS LAFRANK & Co.,**  
General Managers.

Hongkong, September 23, 1885. 1694

FOR SWALLOW AND BANGKOK.

**THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.**



The Company's Steamer  
*Phra Chom Klao*,  
Capt. H. STRATTON, will  
be despatched, for the  
above Ports on  
October, at Noon.

For Freight or Passage, apply to  
**XUEN FAT HONG,**  
Agents.

Hongkong, September 29, 1866. 1703

**FOR SINGAPORE AND PENANG.**

The Departure of the  
Steamship  
*Cousins Arrib,*  
Captain HOLLIS, for the  
above Ports, is POSTPONED till THURS-  
DAY, the 1st October, at 3 p.m.  
For Freight or Passage, apply to  
**MAN SON HONG,**  
*Agents.*

Hongkong, September 29, 1885. 170

**OCEAN STEAMSHIP COMPANY.**  
**FOR LONDON VIA SUEZ CANAL.**  
The Co.'s Steamship  
*Anchises*,  
Captain LAURE, will be  
despatched as above on  
**SATURDAY, the 3rd October.**

BUTTERFIELD & SWIRE,  
 Agents.  
 Hongkong, September 26, 1885. 167  
 OCEAN STEAMSHIP COMPANY.  
 FOR SHANGHAI.

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of

(Loading Cargo at a dispatching office for  
for NINGPO, CHEROU, NEW-  
CHWANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)

The Co.'s Steamship  
Cyclops,  
Captain JAGG, will  
be despatched as above  
MONDAY, the 5th Proximo.


For Freight or Passage, apply to  
BUTTERFIELD & SWIRE

Agents,  
Hongkong, September 23, 1885.

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FOR HAVRE AND HAMBURG,  
VIA SUEZ CANAL.

The Steamship  
*Feronia*,  
Capt. P. PAULSEN, &c.


A detailed illustration of a three-masted sailing ship, likely the Feronia, shown from a side profile. The ship has multiple sails on its masts and a prominent funnel or smokestack. It is depicted on a stylized sea with a small wave.

For Freight or Passage, apply to  
**SIEMSEN & Co.**  
Agents.  
Hongkong, September 28, 1885.

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**STEAM TO SHANGHAI.**  
The P. & O. S. N. C.

well-  
any's  
angers  
tain  
Chairs  
Com-  
Orde-  
near

 Steamship  
*Hydaspes*  
will leave for the above  
place about 36 hours after her arrival at  
the next English Mail.

A. McIVER,  
Superintendent.


P. & O. S. N. Co.'s Office,  
Hongkong, September 28, 1885.

STEAM TO KOBE AND YOKOHAMA  
The P. & O. S. N. C.  
Steamship  
*Tokoroan*,  
Capt. NANTES, will leave  
for the above places on FRIDAY,  
October, at Daylight.  
A. MEIVER,  
Superintendent

**Sailing Vessels.**

FOR SAN FRANCISCO.


The 3/3 L. 1.1. British Bark  
*Marquet of Lorne,*


**RAYMOND, Master,** will  
 have for the above Port,  
 will have quick despatch.  
 For Freight, apply to  
**RUSSELL & CO**  
 Hongkong, August 14, 1885.

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**FOR NEW YORK.**  
 The S/S **L. L. British Ship**  
*Narcissus*

1607

 LOVITT, Master, will load  
for the above Port, and  
have quick despatch.  
For Freight, apply to  
RUSSELL &  
Hongkong, September 12, 1885.

ers, the  
SUGAR  
hence  
FOR  
FOR NEW YORK

The same  
 Retail  
 in  
 monthly  
 to the  
 Co.


 The 3/8 I.L. American  
 Reporter,  
 Bixley, Master, will load  
 for the above Port, and  
 have quick despatch.  
 For Freight, apply to  
 RUSSELL &  
 Hongkong, August 31, 1885.





**For Sale.**

**MacEwen, Frickel & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

ARE NOW LANDING

**DEVOS'S NONPAREIL KEROSINE**

**OIL.**

HITCHCOCK MECHANICAL

"NO CHIMNEY"

**LAMP.**

STUDENT'S LAMP.

FAIRBANKS SCALES.

MACKENZIE & MACKENZIE'S

**BISCUITS.**

NEW SEASON'S TEA.

in 5 or 10 Catty Boxes.

YELLOW GOSHEW BUTTER,

in 5 or 10 lbs Tins.

Condensed MILK.

CALIFORNIA PRODUCTS.

COOKING STOVES.

AGATE IRON WARE.

MILNER'S FIRE PROOF SAFES.

Do. CASH AND PAPER

BOXES.

ALLEN & GENT'S

TOBACCO AND CIGARETTES.

BEER AND PORTER

in

Hogsheads.

THE USUAL ASSORTMENT

of

**OILMAN'S STORES,**

AND

**WINES,**

at the lowest possible prices

**FOR CASH.**

**MacEwen, Frickel & Co.**

Hongkong, September 2, 1885. 1619

NOW PUBLISHED.

**BUDDHISM: ITS HISTORICAL,**

**THEORETICAL AND POPULAR**

**ASPECTS.**

ERNEST J. HITELE, P.D., TUBING.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, . . . . . \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1358

FOR SALE.

**COURSE, DISTANCE,**

**AND**

**AVERAGE SPEED TABLES.**

FROM

LONDON, via THE SUEZ CANAL,

TO

INDIA, CHINA, JAPAN, &c.,

WITH

VARIOUS OTHER TABLES AND NOTES,

BY

W. A. GULLAND.

To be obtained at THE CHINA MAIL OFFICE,

Messrs. LANE, CRAWFORD & Co.,

1, DUDELL STREET,

Hongkong, September 2, 1884. 1475

NOW READY.

PRICE, \$1.00.

**COMPARATIVE CHINESE FAMILY LAW**

By E. H. PARKER.

Can be obtained from KELLY & WALSH

at Shanghai and Hongkong, at LANE,

CRAWFORD & Co., Hongkong, and at the

China Mail Office.

**Intimations.**

**GRIFFITH'S**

**NEW VIEWS OF HONGKONG**

AND

**NOW READY,**

1, DUDELL STREET.

**GRIFFITH & Co.,**

**MANUFACTURERS**

OF THE

**LONDON BRATED WATERS,**

1, DUDELL STREET,

Continue to Supply.

SODA WATER, LEMONADE,

TOBACCO, CIGARETTES,

SALT, &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 937

**SAINT RAPHAEL WINE COMPANY.**

A VALENCE (DRONE).

THE Undersigned have been appointed

by the SAINT RAPHAEL WINE COM-

PANY, AGENTS for the SALE of their

WINE in Hongkong.

This Wine, Samples of which can be seen

on application, has a delicious flavour and is

valuable as a tonic and restorative and is

possessed of real strength and body.

**GUEDES & Co.**

Hongkong, September 2, 1885. 1529

## Entertainment.

**THEATRE ROYAL.**

**CITY HALL, HONGKONG.**

Manager, **NEIL O'BRIEN.**

Return of the

**FAMOUS AND POPULAR**

**MASCOTTE OPERA COMPANY.**

**TO-MORROW, 1st October,**

OFFERINGS OF DELICIOUS COMIC OPERA

**'MADAME FAVART'**

Re-appearance of

**MISS EVA DAVENPORT,**

**MISS FLORENCE SEYMOUR,**

Miss Carrie Hubert, Miss Stella,

Miss Blanch Thompson, Miss Kate Ashton.

**MR. EDWARD FARLEY,**

**MR. VERNON REID,**

**MR. CHAS. TYRELL,**

**MR. E. SCOTT,**

**MR. J. MAJOLIN,**

**MR. F. BAUMONT,**

**MR. E. FRANKS,**

and

**MR. NEIL O'BRIEN.**

Conductor, **SIGNOR VALENZA.**

Box Plan now open at KELLY & WALSH'S

(LIMITED).

Hongkong, September 30, 1885. 1699

**To-day's Advertisements.**

**Fourteenth Volume of the**

**'CHINA REVIEW'**

**Now Ready.**

**No. 1.—Vol. XIV.**

**'CHINA REVIEW'**

**CONTAINS—**

The Six Great Chancellors of Tsin.—VI.—

Li Siz.

China's Relations with Foreign Tribes. 3

Savage Priestesses in Formosa.

The Structure of the Yu Kung

Pien. &c.

Corra.

Chinese Mythology.

The Theory and Practice of Tuning Pipes.

Contributions towards the Topography and

Ethnology of Central Asia.

Notes and Queries.

Indirect Proof of Genuineness of Shu

King.

Thread for Sewing up Wounds.

Sitting on the Hems.

Manchu Quizzes.

Astronomical Instruments.

The Wax Insect.

Suttee.

Beacons.

Saco.

Ancestor-worship.

Religion.

Official Nomenclature.

Amusements Use of Vulgar Chinese

Characters.

Kulja.

State Religion.

Soldiers Competing at Civil Examinations.

Land Measures.

Frontier Tribes.

Folklore.

Stage Philosophy.

Taipei Infatuation.

Changes in the Penal Code.

Rehabilitated Barbarian.

Functions of Magistrates of Peking.

Gypsum.

Imperial Yellow.

Books.

Official Dispatch Style.

Educational.

Notices of New Books.

Collectanea Bibliographica.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, September 30, 1885.

## To-day's Advertisements.

**NOTICE.**

THERE will be a TEST of the HARDEN

'STAR' HAND GRENADE on the

PARADE GROUND TO-MORROW EVEN-

ING, at 6 p.m. (weather permitting), 1st

October. All INSURANCE COs., STEAMBOAT

COs., DOCK COs., MERCHANTS, and all

PROPERTY OWNERS, and the Public generally

are INVITED to witness the same.

**E. CLARK,**

Agent.

Hongkong, September 30, 1885. 1712

**NOTICE.**

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

**PAQUEBOT POSTE FRANCAIS.**

The Co.'s Steamship

Commandant REYRIER, will be despatched for

SHANGHAI TO-MORROW, the 1st

October, at 3 p.m.

**G. DE CHAMPEAUX,**

Agent.

Hongkong, September 30, 1885. 1707

**NOTICE.**

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

**PAQUEBOT POSTE FRANCAIS.**

The Co.'s Steamship

Commandant REYRIER, will be despatched for

Kobe and YOKOHAMA TO-MORROW,

the 1st October, at 3 p.m.

**G. DE CHAMPEAUX,**

Agent.

Hongkong, September 30, 1885. 1708

**DOUGLAS STEAMSHIP COMPANY,**

**LIMITED.**

FOR AMOY AND TAMSUI.

The Co.'s Chartered

Steamship

Commandant REYRIER, will be despatched for

the above Ports on SATUR-

DAY, the 3rd October, at Noon.

For Freight or Passage, apply to

**DOUGLAS LAFRANCE & Co.,**

General Managers.

Hongkong, September 30, 1885. 1711

FOR HAVRE, LONDON AND HAM-

BURG, VIA SUEZ CANAL.

The Steamship

Commandant REYRIER, will be despatched for

the above Ports on SATUR-

DAY, the 3rd October, at Noon.

For Freight or Passage, apply to

**SIEMSEN & Co.,**

Agents.

Hongkong, September 30, 1885. 1706

**BEN LINE OF STEAMERS.**

FOR YOKOHAMA AND KOBE.

The British Steamer

Commandant REYRIER, will be despatched for

the above Ports on SATUR-

DAY, the 3rd October, at Noon.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & Co.,**

Agents.

Hongkong, September 30, 1885. 1705

**STEAMSHIP OXUS.**

**COMPAGNIE DES MESSAGERIES**

**MARITIMES.**

**NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo per Steamships

Matapan, Tamsui and Jean Bar-

deau, will be despatched for the above

Ports on SATURDAY, the 3rd October,

at Noon.

For Freight or Passage, apply to

**GIBB, LIVINGSTON & Co.,**

Agents.

Hongkong, September 30, 1885. 1709

## To-day's Advertisements.

**PUBLIC AUCTION.**

THE Undersigned has received instructions

to Sell by Public Auction, on

**MONDAY,**

the 5th October 1885, at 2 p.m., at No. 1,

Hollywood Road, the Residence of the late

D. RICHARDS, Esq.,—

THE WHOLE OF THE

**HOUSEHOLD FURNITURE, &c.,**



No. 6019.—SEPTEMBER 30, 1885.

liberty. My last appeal has not yielded 210 yet. Ten pounds from the people of Great Britain! What a magnificent response to an appeal for charity on behalf of 5,000 starving people!

The *Overland Mail* received to-day says that Mr. Archibald R. Colquhoun, the distinguished traveller, whose letters from the Far East have done so much to educate the public concerning the important problems now in course of evolution in China, and in Indo-China especially, and who has just returned to England, has been requested by the London Chamber of Commerce to give an address on the question of the development of the means of communication between China and India. Mr. Colquhoun will, it is stated, shortly visit Manchester, and deliver addresses on the best means of promoting intercommunication between the two most populous countries of the world. We believe the House Chambers of Commerce intend to call the attention of the Government to the valuable services rendered by Messrs. Colquhoun and Hallett, in Indo-China exploration, and are likely also to support the Burmah-Siam China Railway project. We believe, also, that the London Chamber of Commerce has been communicated with on the subject, and we have no doubt the scheme will receive its hearty support.

A GENERAL order has been issued from the House of Commons directing the changes of stations and movements of troops, viz.:—1st battalion of the Buffs (East Kent) Regiment, from Malta to the Straits Settlement; 1st battalion of the Royal Irish Fusiliers, from the Straits Settlement to Natal; three companies being detached to the Mauritius, to relieve three companies of the 1st battalion of the Royal Welsh Fusiliers, proceeding to Natal; 1st battalion of the Argyll and Sutherland Highlanders, from Natal to Ceylon; 1st battalion of the Royal Dublin Fusiliers, from Ceylon to England; 2nd battalion of the Northamptonshire Regiment, from the Cape to Hong Kong; and 2nd battalion of the East Kent Regiment, from Hong Kong home. The transport service in connection with these changes will be carried out by the troopship *Himalaya*. The vessel will embark drafts at Portsmouth on Sept. 1, calling at Durban on the following day, and will then proceed in succession to Malta, Singapore, Mauritius, Natal, and Ceylon. Lieut.-Colonel H. S. Olive will embark on the 23rd prox. for Ceylon, at which station he will assume the duties of commanding Royal Engineers.

'An Officer's Father' writes as follows to the *Morning Post*:—The 1st Battalion of the Buffs, by the new-fangled nomenclature, the East Kent Regiment—is about to be sent to Hongkong to replace the 2nd Battalion, ordered home, and I submit that this is most unfair and cruel to the regiment. The second Battalion has already been nearly four years in Hongkong, two years being the usual time, on account of the great unhealthiness of the station, and now the other battalion is to go there, which means that officers who, on promotion, have been transferred (not exchanged) from one battalion to the other will find themselves again relegated to this wretched place after a respite of a few months, it may be of a few weeks. Surely this is not the way to make the service popular, and I should think it more than probable that there will be a wholesale desertion from the regiment in order to escape a second period of existence in such a miserable (I climate). May I suggest the advisability of changing the territorial title of the Buffs from the 'East Kent' to the 'Hongkong Regiment' [We may add that the change ordered must be particularly disappointing to those officers who are believed to have paid considerable sums, in order to get transferred from the 2nd Battalion to the 1st Battalion.]

As the *Glamorgan* was preparing to go alongside the Old Ningpo Wharf at Shanghai on the 25th inst., she got athwart the tide and collided with the *Devotion*, doing some slight damage to herself.—N. O. D. News.

PILOT J. H. Hallman was brought up on the 26th inst. at the U. S. Consular Court, Shanghai, before Mr. G. H. Seidmore, U. S. Vice-Consul General, charged with committing an assault upon a native Chinese on the Ningpo road. Accused was found guilty and sentenced to thirty days in jail.

The firm of Messrs. William Milburn & Co. has now on this coast quite a number of steamers, three having recently been added to the sailing service. The vessels found out of Shanghai are the *Flying Nipper*, *Yankee*, *Amoy*, *Marina*, and *Gladstone*. To these are now added the *Asiatic*. The last three have been in the *Asiatic* to be fitted up to make them suitable for the purpose for which they came out here. The *Asiatic* belongs to the same company as is also at Shanghai.—N. O. D. News.

CORRESPONDENCE from the Islands of Panama shows that a crisis is approaching in the affairs of the Panama Canal Company. The success of the lottery venture in Paris is awaited, with much anxiety by the directors of the company, who are desirous of high salaries for doing routine work in the company's specious offices in Panama. Of actual work in digging the great ditch, very little has been done lately, as all the retrenchment has been carried out in the field, where no expense should have been grudged to push on the work, while the great officials suffered no reduction of salaries. How not to do it, seldom has been better shown than in the practical workings of the Panama Canal Company.

The U.S.S. *Aler*, Commander Barclay, put in to Woonong on the 28th inst. On her way from Nagasaki to Chiofo, having encountered head wind and all her coal being expended, Commander Barclay squared away to Woonong. The *Courier* believes that Admiral Davis has been wired, but it is not yet known whether the *Aler* is to stay in Shanghai or leave for Chiofo after having taken coal.

## CORRESPONDENCE.

### THE HONGKONG GOVERNMENT FIRE BRIGADE.

To the Editor of 'THE CHINA MAIL,'  
Hongkong, Sept. 30.  
SIR,—The accounts which have been published in the local journals of the fire which occurred in Queen's Road West on Monday evening have naturally led to a great deal of public argument as to the efficiency of the Hongkong Fire Brigade, the general opinion appearing to be that its utter incompetency to cope with a really serious conflagration was conclusively proved on Monday night.

As an old fireman myself, I would like to make a few remarks upon the operations of the Fire Brigades on Monday evening, and their general constitution. I was present at the fire from a short time after its start until it was extinguished and therefore speak from personal observation. No one was played upon the fire until twenty-five minutes or half an hour after the alarm had been sounded, although the site of the conflagration was only about seven minutes walk from the Central Fire Brigade Station. When the first engine took up a position below the scene of the fire, there were no men of the Brigade to run up the hose truck and direct the nozzle, and there was no fresh water for the engine.

There are three steam fire-engines stationed at the Central Fire Station in Queen's Road, and there were three firemen only to operate these engines to the fire and work them. When the various engines arrived, one after the other, no recognised chief was present to direct their operations and arrange them in such a manner that all the water which was played upon one side of the fire, and that the windward side. The hoses were laid down by Chinamen, without supervision, and the consequence was that they became so mixed and entangled that the height of the engine could not be reached by one of the engines which could not be traced in the general kick of hoses.

Burned hose and damaged engines appeared to be the order of the day. The Insurance Company's fire engine, which was supposed to be the best of the Government Brigade, did good work, being in proper trim and worked intelligently, and by a sufficient staff of European.

In the working of the Government engine it was evident that there was an utter want of training. Those that were present were willing and ready, but with some exceptions did not appear to have the faintest idea of what to do, and as there was no known leader their efforts were to a great extent wasted. The only conclusion that anyone who has had any experience in a Fire Brigade should come to after being present at Monday night's performance, is that the Government Brigade is a mere, a delusion and a mockery. There are not enough men in the force, (22 all told) to work the 6 engines properly, and of these only a few are men who know their business. There is no engineer employed by the Government to keep the engines in order, and as they have to be sent to some private engineering yard for repairs when occasional slight defects are found, or even ordinary repairs, they become so much more costly.

The Volunteer Brigade is much better organized. It has twenty-five volunteer members who are trained, each to his own post, and a competent engine driver. The whole lot after the members are, of course, not all out together, but enough are always ready to turn out to work the engine efficiently and intelligently. In the Government Brigade, as at present constituted, there are only twenty-two Europeans and other out-stations, to work steam engines, (including the marine engine) and four manuals. Many of these men are on police duty when a fire breaks out and are unable to attend, and thus the whole available staff of the Brigade is a serious emergency.

It is much to be hoped that the lamentable breakdown experienced by the department on Monday night may lead to some radical reform.

Yours, &c.,  
'AN OLD FIREMAN.'

## Police Intelligence.

(Before E. Mackean, Esq.)  
Wednesday, Sept. 30.

THE CENTRAL MARKET CASE. Bernal, P.O. 666, the Indian Constable who was complainant in the case against Ip Sat and three other fishermen for creating a disturbance in the Central Market on the 26th inst., now appeared at the court on assumptions taken over by Ip Sat, for assault on the 28th inst.

Mr. Odwell appeared for the complainant and Ip Sat.

The evidence called was a repetition of that given on the 26th inst. The witness stated that he was the first to see the disturbance, and that he saw the three men in the eye of the Sat, the constable struck him in the eye with his fist. The case was remanded till 2.30 p.m. to-morrow.

(Before H. E. Wakehouse, Esq.)

THE LARGEST FINE FOR THE GOVERNMENT STORES AT TAI TAI YUK.

Chong Ahn and Su Yui 82, appeared on remand charged with breaking into the Government Store at Tai Tai Yuk, and stealing therefrom a number of dynamite, the property of the Government, and some clothing belonging to a coolie living in the hut, and the second with receiving the stolen clothing, well known to him to be stolen.

No fresh evidence was forthcoming as to the whereabouts of the stolen dynamite, and the first defendant was convicted and sentenced to six months' hard labour; the second defendant was discharged.

Pang Ahn, a fisherman, was found guilty of purloining a boat from the shop of one Tong Ahn on the 28th inst., and was sent to jail for fourteen days. In his second case defendant was sentenced to two months' hard labour for the same offence.

## NEWS BY THE FRENCH MAIL.

The M. M. Co's steamer *Ocus* arrived here this morning, with the London mail of the 28th August on board. From our Ceylon file, we extract the following telegrams:

THE AFGHAN BOUNDARY COMMISSION. Simla, Aug. 28.—The Afghan Boundary Commission is at Saigobast. All is quiet on the frontier.

THE GILGIT MISSION. Simla, Aug. 28.—Colonel Lockhart was on the 10th inst. at Hanjil in the neighbourhood of Gilgit.

THE DEATH OF A BELOVED CHIEF. Simla, Aug. 28.—Azad Khan, the aged Siridar of Kharan, on the Perso-Belouch frontier, is dead. He has been quietly succeeded by his son, Nowroz Khan.

THE BHUTAN DISTURBANCES. Simla, Aug. 28.—News has been received from Bhutan that the Tongpa Penlow is now actually master of the whole country. The late Deb Raja has taken refuge in Taloo Champa while a detachment of his principal officers has gone to Lassa in Tibet to seek assistance.

MYSORE. Bangalore, Aug. 30.—Capt. Wilkison, R.A., who was wounded when fighting with the detachment of Sappers and Minors from Bangalore at McNeill's Zambra, has been promoted major, for special services in the Sudan.

A movement has been set on foot by the natives of Mysore to raise funds to establish a detachment of Sappers and Minors from Bangalore at McNeill's Zambra, has been promoted major, for special services in the Sudan.

The new vessels had already commenced building when the Government demanded that they should be constructed not only on the 'double bottom' system, but also with twin screws, and that they should be able to make a headway of 10 knots.

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## THE CHINA MAIL.

The M. M. Co's steamer *Ocus* arrived here this morning, with the London mail of the 28th August on board. From our Ceylon file, we extract the following telegrams:

THE AFGHAN BOUNDARY COMMISSION. Simla, Aug. 28.—The Afghan Boundary Commission is at Saigobast. All is quiet on the frontier.

THE GILGIT MISSION. Simla, Aug. 28.—Colonel Lockhart was on the 10th inst. at Hanjil in the neighbourhood of Gilgit.

THE DEATH OF A BELOVED CHIEF. Simla, Aug. 28.—Azad Khan, the aged Siridar of Kharan, on the Perso-Belouch frontier, is dead. He has been quietly succeeded by his son, Nowroz Khan.

THE BHUTAN DISTURBANCES. Simla, Aug. 28.—News has been received from Bhutan that the Tongpa Penlow is now actually master of the whole country. The late Deb Raja has taken refuge in Taloo Champa while a detachment of his principal officers has gone to Lassa in Tibet to seek assistance.

MYSORE. Bangalore, Aug. 30.—Capt. Wilkison, R.A., who was wounded when fighting with the detachment of Sappers and Minors from Bangalore at McNeill's Zambra, has been promoted major, for special services in the Sudan.

A movement has been set on foot by the natives of Mysore to raise funds to establish a detachment of Sappers and Minors from Bangalore at McNeill's Zambra, has been promoted major, for special services in the Sudan.

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**SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SIAM  
WATERS**

FRAMPHINES, AND SIAM WATERS.		
WHAMPOA.		
<i>Vessel's Name.</i>	<i>Tonnage &amp; Co.</i>	<i>Destination.</i>
Archos	Brit. bqs.	
Campton	Brit. str.	
Eng. Lee	Siam. bqs.	
Gulf of Suzz.	Brit. str.	
Lido	Brit. str.	
Ningpo	Brit. str.	Shanghai
Yungching	Chi. str.	
CANTON.		
Fung-shen	Chi. str.	Hongkong
May Ansin	Brit. str.	
Mary Ann	Brit. str.	

MACAO.  
Kiang-ping , Amer. str. Canton  
SWATOW.  
In port on September 17, 1885.  
MERCHANT STRAINERS.  
Amatista British  
Clara British  
Vortigern British

AMOI.

In port on September 23, 1885.

MERCHANT STEAMERS.	
Jason	British
MERCHANT SAILING VESSELS.	
Outhona	Et. 3m. sch.
Daniel	Ger. bgs. Foochow
Hak Leo	Dan. bgs.
Hermann	Ger. bgs. Newchwang
Huang Ho	Dan. bgs.
Loong Wha	Brit. bgs.
	Ger.

Mary Stewart	Brit.	bqe.
Omega	Brit.	bqe.

**FOOOHOW.**

In port on September 19, 1885.

**MERCHANT STEAMERS.**

Nanzing	British
Woosang	British

REBOAT SAILING VESSELS.

Claro Babuyan	Brit.	bqe.
G. H. Waplaus	Brit.	bqe.
Hedvig	Brit.	bqe.
Hugo & Otto	Norw.	bqe.
Amity	Brit.	bqe.
Leander	Brit.	ah.

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SHANGHAI

In port on September 25, 1885.			
MERCHANT STRAINERS:			
Activa	German		
Altonower	British		
Amigo	German	Swatow	
Anfay	British		
Anadyr	French	Hongkong, &c.	
Angers	British		

Archives	British	London
Ashington	British	
De Bay	British	
Deucalon	British	
Djemuah	French	Marseilles
El Dorado	British	Chefoo, &c.
Fuh Wo	British	Hankow, &c.
Gisland	British	
Glenruin	British	London, &c.

Hao-shih	Chinese	
Hiroshima Maru	Japanese	
Kwangleo	Chinese	
Kiang-yü	Chinese	C'foo & T'ain
Kiang-yung	Chinese	
Kungwo	British	
Meefoo	Chinese	
Nanzing	British	
Pei-ai-yeller	British	Hankow

Rory	British	Hongkong
Rosetta	British	London, &c.
Store Nordiske	Danish	
Straits of Gibraltar	British	
Waverley	British	
Wha-on	British	
Y-ling	British	

**MERCHANT SAILING VESSELS.**

Advance	Siam.	bq.	
Auguste	Brit.	sch.	In distress
Chihaya Maru	Japan.	bq.	
Chungtah	Chi.	bq.	Laid up
Dorotta	Siam.	bq.	
Grandee	Amer.	sh.	
Gronnavar	Norw.	bq.	
John Potts	Brit.	bq.	
Mercur	Brit.	bq.	

Sea Swallow Brit. bce.  
Wallace Brit. sh.  
Wand, Minstrel Br. 3m. sch.

**NAGASAKI**  
In port on September 16, 1885.

Kozaki Maru Japan. bce.  
John Potts Brit. bce.

**YOKOHAMA.**  
In port on September 19, 1885.

Androkles	Brit.	bge.
Artisan	Brit.	bge.
Big Bonanza	Amer.	sh.
Chateaubriand	Brit.	bge.
Francisca	Ger.	bge.

Guam	Brit.	bq.
Penelope	Brit.	bq.
<b>HIOGO.</b>		
In port on September 1, 1885.		
Anna	Amer.	sh.
Emily	Brit.	bg.
Hiderato Maru	Jap.	bq.

Queen Emma	Brit.	bq.
St. Cloud	Brit.	sh.
T. Rueger	Ger.	sh.

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**MANILA.**  
 In port on September 2, 1885.

Antomette	Brit.	bq. Hongkong
Commonwealth	Brit.	sh.

Darra	Brit.	bqe.
India	Span.	bqe.
Ingleside	Brit.	sh.
Iolanthe	Brit.	sh.
Mabel Taylor	Amer.	bqe.
McLaurin	Amer.	sh.
Nervion	Span.	bqe.
Rajah	Ger.	sh.
Salem	Brit.	sh.

Aphrodita	Brit.	sh.
Belle of Oregon	Amer.	bgs. Boston
U. D. Bryant	Amer.	bgs. United States
Wildwood	Amer.	bgs. United States
Wilus	Amer.	sh.

**OEBU.**  
J. C. Pendleton Amer. bqs.  
Paul Revere Amer. ah.  
Pepita Span. bqs.  
R. M. Hayward Amer. bqs.  
Santa Filomena Span. sch.

**BANGKOK.**  
In motion September 10, 1897

Aline	Siam	sch.
Aurora	Brit	bqs.
Ben Lee	Siam	bqs.
Bua Pan	Siam	bqs.
C. Watana	Siam	bqs.
Doretta	Siam	bg.
Falcon	Siam	bqs.
Galieh	Siam	bg.

Hilda	Swed.	bq.
Kim Ohys Beng	Siam.	sch.
Kim Moon Hoat	Siam.	jug.
S. Hameed	Brit.	sch.
Storfursten	Russ.	bq.
Siam	Siam.	bq.
Siamese Crown	Siam.	ab.
Titchou	Siam.	bg.
U. Uawin	Dutch	ab.

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